contravention of the provisions of the Act or Rules/Regulations. Further, any company established in the country has to follow the relevant rules and regulations and is subject to the provisions of relevant Acts, including the Prevention of Money Laundering Act.

Induction of modern aircrafts in Indian Air Force

892. SHRI GIREESH KUMAR SANGHI: Will the Minister of DEFENCE be pleased to state:

(a) the time-schedule for receiving 126 medium range combat aircrafts;

(b) whether any other type of modern aircrafts will also be added to the inventory of Indian Air Force;

(c) whether Government is planning to set up a hi-tech facility at Nagpur costing about Rs. 300 crores for indigenizing components of these aircrafts; and

(d) whether spare-parts would be supplied by the foreign vendors/firms till IAF develops its own indigenous capabilities?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) The proposals received in connection with the procurement of 126 Medium Multi Role Combat Aircraft (MMRCA) are under technical evaluation. This will be followed by field evaluation and thereafter, commercial negotiations. The induction of the aircraft into the Indian Air Force is likely to commence from 2012-13.

(b) A contract for 20 indigenous Light Combat Aircraft (LCA) has been signed. One IAF squadron is expected to be equipped with this aircraft in 2010-11.

(c) No, Sir.

(d) Product support including spare parts will be supplied by the vendor as per the terms of the contract that will be concluded.

Rising air crashes in IAF

893. PROF. ALKA BALRAM KSHATRIYA: Will the Minister of DEFENCE be pleased to state:

(a) whether an aircraft of the Indian Air Force crashed near the Air Force station, Bidar in Karnataka on 21st January, 2009;

(b) if so, whether the preliminary investigations into the cause of the Air accident have been ascertained;

(c) if so, the details thereof; and

(d) the total number of air crashes of Defence forces happened in the past one year and the steps taken by Government to check such rising air accidents/incidents?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) Yes, Sir. A Kiran MK I aircraft of the Indian Air Force (IAF) crashed near Air Force Station, Bidar in Karnataka on 21st January, 2009.

(b) to (d) There have been 16 air crashes/accidents involving aircraft/helicopter of Defence forces in the past one year. Each accident is investigated through a Court of Inquiry and remedial measures are undertaken accordingly to check their recurrence in future. Besides, a continuous and multi-faceted effort is always underway to enhance and upgrade flight safety. Measures to enhance the quality of training to improve the skill levels, ability to exercise sound judgement and situational awareness of pilots are being pursued. Constant interaction with Original equipment Manufacturers (OEMs), both indigenous and foreign, is also maintained to overcome the technical defects of aircraft. In addition, anti-bird measures are also undertaken.

Recalling of fishing vessels by Coast Guard

894. SHRI D. RAJA: Will the Minister of DEFENCE be pleased to state:

(a) whether Coast Guard is recalling fishing vessels frequently on the East Cost of India;

(b) how many such recalls were done for various reasons by Coast Guard between November 1, 2008 and January 31, 2009;

(c) whether it is a fact that Coast Guard has not held any talks with stake-holders in the fishery sector in this regard;

(d) the steps proposed by Government to carefully put in place instructions so that Coast Guard does not recall fishing vessels frequently and without adequate reasons; and

(e) the directions given to avoid interrupting fishing operations of boats?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (e) The Coast Guard enforces the monitoring, control and surveillance of the deep sea fishing vessel operating under the letter of permission (LoP) Scheme. Coast Guard checks that the deep sea fishing vessels have the mandatory clearances and they are recalled if such certification period expires. Also, deep sea fishing vessels can fish in a voyage not exceeding the prescribed period authorized for them in accordance with the procedure applicable. Whenever, the vessel is due for completion of voyage, they are recalled by the Coast Guard. The Indian Fishing Vessels which are not operating under the LoP are not recalled by the Coast Guard, unless found operating across the international maritime boundary line. Twenty two deep sea fishing vessels have been recalled between 1st November, 2008 to 31st January, 2009 for not fulfilling the requirement mentioned in their LoPs. The Coast Guard is only an enforcement agency of the Government of India to check that deep sea fishing vessels comply with the requirement of the conditions established by the Ministry of Agriculture. Periodic meetings in this regard are held by the Ministry of Agriculture.

Meetings between Coast Guard and fishermen

895. SHRI D. RAJA: Will the Minister of DEFENCE be pleased to state:

(a) whether Government has directed Coast Guard to hold meetings with all sections of the fishing sector frequently to avoid problems;